Briefing on City and Regional Proposals to Address Governance, Funding and Service

Committee-of-the-Whole
February 10, 2026

Randall Bryant, Board Chair

Nadine S. Lee, President & CEO

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Discussion Items

- Background
- Cost of City Proposals
- General Mobility Program (GMP) Interlocal Agreement (ILA) Feedback
- Discussion
- Governance Update
- Strategic Funding Plan Discussion
- Next Steps

Background

- The Committee-of-the-Whole (COTW) was briefed on January 27, 2026, on the status of local and regional discussions related to funding, service, and governance
- To date, six cities have voted to hold a withdrawal election on May 2, 2026:
  - Plano, Irving, Farmers Branch, Highland Park, University Park, Addison
  - Elections can be rescinded 45 days prior (by March 18)

Background (cont.)

- Four cities (Plano, Irving, Farmers Branch, Addison) have provided written proposals for consideration in order for them to rescind election, all of which include city-specific requests and a city-specific ILA
  - Plano submitted a second proposal for an ILA that would provide up to 25% of sales tax back to all 13 cities
  - Board members requested cost information for city proposals

Cost of City Proposals

Cost of City Proposals

- The following slides include cost estimates for requests from Farmers Branch, Irving, Plano and Addison
- Project costs are preliminary estimates subject to design
- Most requests include revenue-sharing of city sales tax collections, increasing from 5-15% to 25-50% over the term of a five- or six-year agreement
- Costs were not estimated for items related to enhanced coordination or non-financial requests

New Farmers Branch Requests
Sent via letter December 17, 2025

✓	1a	Controlled access at Farmers Branch Station (single entrance/exit, fare paid access only, prevent loitering)
✓	1b	Deploy full-time police officers on trains and at stations
	1c	Ongoing standards for cleanliness, maintenance, and passenger safety
✓	2	Sales tax share/GMP of 25% in FY 2026, increasing to 50% by FY 2031
✓	3	City will decline GoLink and bus services; remove all bus stops; continue to provide rail and paratransit
✓	4	$1,000,000 per year to city for a dedicated FB police officer that will replace DART law enforcement at station
	5	DART shall commit to governance reform
	6	All future debt shall require approval by all member cities
	7	DART shall provide quarterly ridership data to city (station and route level)
	8a	Promote and advertise city-sponsored events
✓	8b	Address station infrastructure needs (garage, cleanliness, security, maintenance)
	9	DART and city staff/agents will refrain from disrespectful remarks or actions toward each other
	10	DART shall review and correct procedural, operational, and policy deficiencies affecting the system and rider experience

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✓ Cost consideration

New Farmers Branch Requests
Cost considerations

	Request	One Time Capital Cost Estimate	Annual Operating Cost Estimate
1a	Controlled access at Farmers Branch Station (single entrance/exit, fare paid access only, prevent loitering)	$2,000,000 (FB Station only) $170,000,00 (systemwide)	$86,500 (FB Station only) $7,000,000 (systemwide)
1b	Deploy full-time police officers on trains and at stations		$600,000 (FB Station only) $18,312,000
2	Sales tax share/GMP of 25% in FY26, increasing to 50% by FY31	See next slide	
3	City will decline GoLink and bus services; remove all bus stops; continue to provide rail and paratransit		(TBD)
4	$1,000,000 per year to city for a dedicated FB police officer that will replace DART law enforcement at station		$1,000,000
8b	Address station infrastructure needs (garage, cleanliness, security, maintenance)	$5,700,000 (164 spaces)	TBD

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New Farmers Branch Requests
Sales tax share/GMP of 25% to 50% by FY 2031

	Request	One Time Capital Cost Estimate	Annual Operating Cost Estimate
2	Sales tax share/GMP of 25% in FY26, increasing to 50% by FY31	See below	

	Year	Sales Tax % Request	Sales Tax Allocation Request
1	2026*	25%	$6,254,661
2	2027	30%	7,790,806
3	2028	35%	9,434,666
4	2029	40%	11,192,209
5	2030	45%	13,069,702
6	2031	50%	15,073,723
Total			**$62,815,768**

*Base year is estimated FY 2026 sales tax revenue

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New Irving Requests
Sent via letter November 25, 2025

✓	1	DART will fund and maintain bus routes 225, 255, and all existing bus routes in the City of Irving, using appropriately sized vehicles.
✓	2	DART will return 5% annually, for the five-year term of the ILA, to the City of Irving, from the one-cent sales tax collected within the City of Irving for DART. This 5% return of sales tax to the City of Irving is cumulative from the commencement of the ILA and will be used for micro-transit and/or other improvements supporting DART.
✓	3	Beginning in the second year of the ILA, the 5% return of the one-cent sales tax to the City of Irving from DART will be suspended for any year in which DART increases ridership by 10% over the prior year for all existing and any new rail and bus service for stops within the City of Irving. Ridership data must be confirmed by a mutually agreed upon auditor, funded by DART, using 2026 data as the baseline. DART and the City of Irving will agree upon the methodology for calculating ridership data.
✓	4	The City of Irving will decline GoLink services to avoid duplication of services.
	5	DART will continue to provide paratransit services.
✓	6	DART will fully fund the design, engineering, and construction of the two deferred light rail stations (Stadium Site Station and the South Las Colinas Urban Center Station) and the TRE station adjacent to the South Las Colinas Urban Center Station.

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✓ Cost consideration

New Irving Requests (cont.)

✓ 7	DART will provide $1.5 million each year to the City of Irving Urban Center Circulator.
✓ 8	DART will provide and maintain fixed-route bus service to all train stations.
9	DART will extend the timeline for City of Irving to enter into a Tax Increment Reinvestment Zone (TIRZ) ILA to June 30, 2026.
10	The parties will meet annually in August to review General Mobility Program (GMP) activity. Amendments will require mutual approval of the parties.
11	DART commits to implementation of the proposed governance structure agreed to by the NCTCOG/NTC working group, establishing a "One City, One Vote" model with population-based weighting.
12	All new debt issued by DART must be approved by member cities.
13	DART will assist cities in advertising all city-sponsored community events occurring within TODs and near rail stops in order to encourage ridership.

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✓ Cost consideration

New Irving Requests
Cost considerations

	Request	One Time Capital Cost Estimate	Annual Operating Cost Estimate
1	DART will fund and maintain bus routes 225, 255		$2,300,000
2	DART will return 5% annually, for the five-year term of the ILA, to the City of Irving, the 5% is cumulative and will be used for micro-transit and/or other improvements supporting DART	See next slide	
3	Annual ridership certification		Irving only $100,000
4	The City of Irving will decline GoLink services to avoid duplication of services.		($6,500,000)
6	Design, engineering, and construction of the two deferred light rail stations (Stadium Site Station and the South Las Colinas Urban Center Station) and the TRE (Madill) station adjacent to the South Las Colinas Urban Center Station	$30,000,000 (Loop 12 Stadium site station only)	$500,000
7	DART will provide $1.5 million each year to the City of Irving Urban Center Circulator		$1,500,000
8	DART will provide fixed-route bus service to all train stations		TBD

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New Irving Requests
Sales tax share/GMP of 5% annually

	Request	One Time Capital Cost Estimate	Annual Operating Cost Estimate
2	DART will return 5% annually, for the five-year term of the ILA, to the City of Irving, for microtransit and/or other improvements supporting DART	See below	

	Year	Sales Tax % Request	Sales Tax Allocation Request
1	2026	5%	$5,877,679
2	2027	10%	12,202,062
3	2028	15%	18,998,611
4	2029	20%	26,294,077
5	2030	25%	34,116,565
			$97,488,995

Note: Base year is estimated FY 2026 sales tax revenue

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New Plano Requests
Sent via email November 14, 2025

✓	1	DART will provide rail and express bus services in Plano but will discontinue all standard bus, demand-response, and other non-rail services by January 1, 2029. DART will maintain rail stations and facilities. The City is open to discuss how best to provide paratransit services to maintain federal compliance.
✓	2	Beginning in 2026, DART will return a phased portion of Plano's sales tax contribution back to the City through a General Mobility Program (GMP). The GMP will return 25% in 2026, 35% in 2027, 45% in 2028, and 50% annually from 2029 through 2031, with payments made quarterly. Plano will use these funds for transportation and mobility improvements and will provide annual expenditure summaries to DART.
	3	In return, Plano agrees to cease any legislative efforts to alter DART's governance or financing and to stop pursuing withdrawal from DART during the 6-year agreement period. The City will rescind any prior withdrawal election actions within 72 hours of finalizing the agreement and will remain a participating DART member.
	4	The parties will meet annually to review rail, express bus service and GMP activity. Amendments require mutual approval, and either party may terminate for substantial breach after a 60-day cure period. If Plano resumes withdrawal or legislative reform efforts, DART may suspend GMP payments.

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✓ Cost consideration

New Plano Requests
Cost considerations

	Request	One Time Capital Cost Estimate	Annual Operating Cost Estimate
1	DART will provide rail and express bus services in Plano but will discontinue all standard bus, demand-response, and other non-rail services by January 1, 2029. DART will maintain rail stations and facilities. The City is open to discuss how best to provide paratransit services to maintain federal compliance.		($9,400,000) Current GoLink, Route 234
2	Beginning in 2026, DART will return a phased portion of Plano's sales tax contribution back to the City through a General Mobility Program (GMP). The GMP will return 25% in 2026, 35% in 2027, 45% in 2028, and 50% annually from 2029 through 2031, with payments made quarterly. Plano will use these funds for transportation and mobility improvements and will provide annual expenditure summaries to DART.	See next slide	

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New Plano Requests

Sales tax share/GMP of 25% to 50% by FY 2031

	Request	One Time Capital Cost Estimate	Annual Operating Cost Estimate
2	Beginning in 2026, DART will return a phased portion of Plano's sales tax contribution back to the City through a General Mobility Program (GMP). The GMP will return 25% in 2026, 35% in 2027, 45% in 2028, and 50% annually from 2029 through 2031, with payments made quarterly. Plano will use these funds for transportation and mobility improvements and will provide annual expenditure summaries to DART.	See below	

	Year	Sales Tax % Request	Sales Tax Allocation Request
1	2026	25%	$33,050,852
2	2027	35%	48,029,498
3	2028	45%	64,098,796
4	2029	50%	73,927,278
5	2030	50%	76,736,514
6	2031	50%	79,652,502
			$375,495,442

Note: Base year is estimated FY 2026 sales tax revenue

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Latest Plano Proposal January 13
Sales tax share/GMP of 15% to 25% in Year 2

	Revised GMP ILA for all Cities	One Time Capital Cost Estimate	Annual Operating Cost Estimate
	Six-year agreement for all cities with first year at 15% of sales tax, next five at 25% of sales tax and no reduction of services within any city.	See below	

	Year	Sales Tax % Request	Sales Tax Allocation Request
1	2026	15%	$135,056,284
2	2027	25%	233,647,372
3	2028	25%	242,525,972
4	2029	25%	251,741,959
5	2030	25%	261,308,153
6	2031	25%	271,237,863
Total			**$1,395,517,605**

Note: Base year is estimated FY 2025 sales tax revenue

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New Addison Requests
Sent via email February 5, 2026

✓	1	Start a 25% GMP return to cities • Begin an initial 25% General Mobility Program return, with revenues returned to the member cities. • Funds should be returned on a regular schedule and used for eligible mobility/transportation purposes.
✓	2	Commit to a permanent 50% contribution-rate reduction • DART and the member cities should agree to work toward a statutory, permanent reduction in the overall contribution rate of 50%. • This needs to include a clear plan, timeline, and regular progress updates.
✓	3	Continue core service but opt out of GoLink and circulator. With the contribution relief above in place, Addison would continue other DART services as negotiated, but we are not interested in continuing: • GoLink in Addison, and • Any DART-supported circulator service in Addison Those service decisions should be paired with the agreed contribution reduction and reflected in the final documents.

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✓ Cost consideration

New Addison Requests
Sent via email February 5, 2026

4	Governance: Addison is asking DART to support a governance model consistent with the initial proposal developed through the North Central Texas Council of Governments (NCTCOG) City Manager/Mayor work. Specifically: 1) Each city's board representative has a full vote, and 2) a weighted voting structure that provides a) at least 4% for each city, and b) no single city with more than 45%. The governance model has to match the reality that member cities are funding the system and should have meaningful, balanced representation.
5	GMP ILA: DART should revise the current, pending GMP agreement so it aligns with the redlined version Addison sent to DART.
6	Safety and cleanliness: Whatever agreements we reach on funding and governance, the public will ultimately judge DART by basic outcomes: 1) Safe vehicles, stops, and stations with a clear commitment from DART to increase their public safety presence, and 2) Clean, maintained facilities and vehicles that riders can rely on. Addison expects these priorities to be treated as system requirements, backed by performance measures and regular reporting, not aspirational language.

New Addison Requests
Cost considerations

	Request	One Time Capital Cost Estimate	Annual Operating Cost Estimate
3	Continue core service but opt out of GoLink and circulator. With the contribution relief above in place, Addison would continue other DART services as negotiated, but we are not interested in continuing: • GoLink in Addison, and • Any DART-supported circulator service in Addison Those service decisions should be paired with the agreed contribution reduction and reflected in the final documents.		($1,650,000) Budgeted GoLink and DART Shuttle 50% share
1&2	• 25% GMP for all cities • 50% sales tax allocation	See next slide	

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New Addison Requests
Sent via Email February 6, 2026

	Request	One Time Capital Cost Estimate	Annual Operating Cost Estimate
1 & 2	• 25% GMP for all cities • 50% sales tax allocation	See below	

	Year	Sales Tax % Request	Sales Tax Allocation Request	Sales Tax % Request	Sales Tax Allocation Request
1	2026	25%	$33,050,852	50%	$450,187,615
2	2027	25%	48,029,498	50%	467,294,744
3	2028	25%	64,098,796	50%	485,051,945
4	2029	25%	73,927,278	50%	503,483,919
5	2030	25%	76,736,514	50%	522,616,307
6	2031	25%	79,652,502	50%	542,475,727
			$375,495,442		**$2,971,110,257**

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Note: Base year is estimated FY 2026 sales tax revenue

Summary

Summary of requests from Farmers Branch, Irving, Plano and Addison:

- One-time capital: $205,700,000
- Ongoing annual (net): $16,498,000

Summary of Requested Sales Tax Allocation by Cities							
	Farmers Branch Only	Irving Only	Plano Only	**Total Individual City Requests**	Latest Plano Proposal (All Cities)	Addison 25% (All Cities)	Addison 50% (All Cities)
2026	$6,254,661	$5,877,679	$33,050,852	**$45,183,192**	$135,056,285	$225,093,808	$450,187,615
2027	7,790,806	12,202,062	48,029,498	**68,022,366**	233,647,372	233,647,372	467,294,744
2028	9,434,666	18,998,611	64,098,796	**92,532,073**	242,525,972	242,525,972	485,051,945
2029	11,192,209	26,294,077	73,927,278	**111,413,565**	251,741,959	251,741,959	503,483,919
2030	13,069,702	34,116,565	76,736,515	**123,922,782**	261,308,154	261,308,154	522,616,307
2031	15,073,723	-	79,652,502	**94,726,226**	271,237,864	271,237,864	542,475,727
Total	**$62,815,768**	**$97,488,995**	**$375,495,442**	**$535,800,204**	**$1,395,517,606**	**$1,485,555,129**	**$2,971,110,257**

Delaying New Services & Activities

Overview

- Several activities and service changes are in process for cities that have ordered a withdrawal election
- These activities range from new services to real estate/transit-oriented development coordination
- Staff suggests delaying these activities until elections are either rescinded or outcomes are known

Shuttle Considerations

- In September 2025, the Board approved funding for 50% of new site-specific shuttles in Plano and Addison
  - Planned to start in April but city share not yet identified
- There is a desire for DART to waive service area cities from Site Specific Shuttle Policy III.16 and have DART fund full cost
- DART has one existing shuttle with a city: Richardson Galatyn Shuttle.
  - Cost: $152,000 / City share $76,000
- Additional requests:
  - Addison Shuttle: $1.7M total/$850,000 City share (budgeted; Addison's February 5, 2026 letter declines this service under a new agreement)
  - Plano Legacy Shuttle: $2.6M total/$1.3M City share (budgeted)
  - Irving Urban Center Shuttle (not developed; cost TBD but Irving estimates $1.5M), not budgeted

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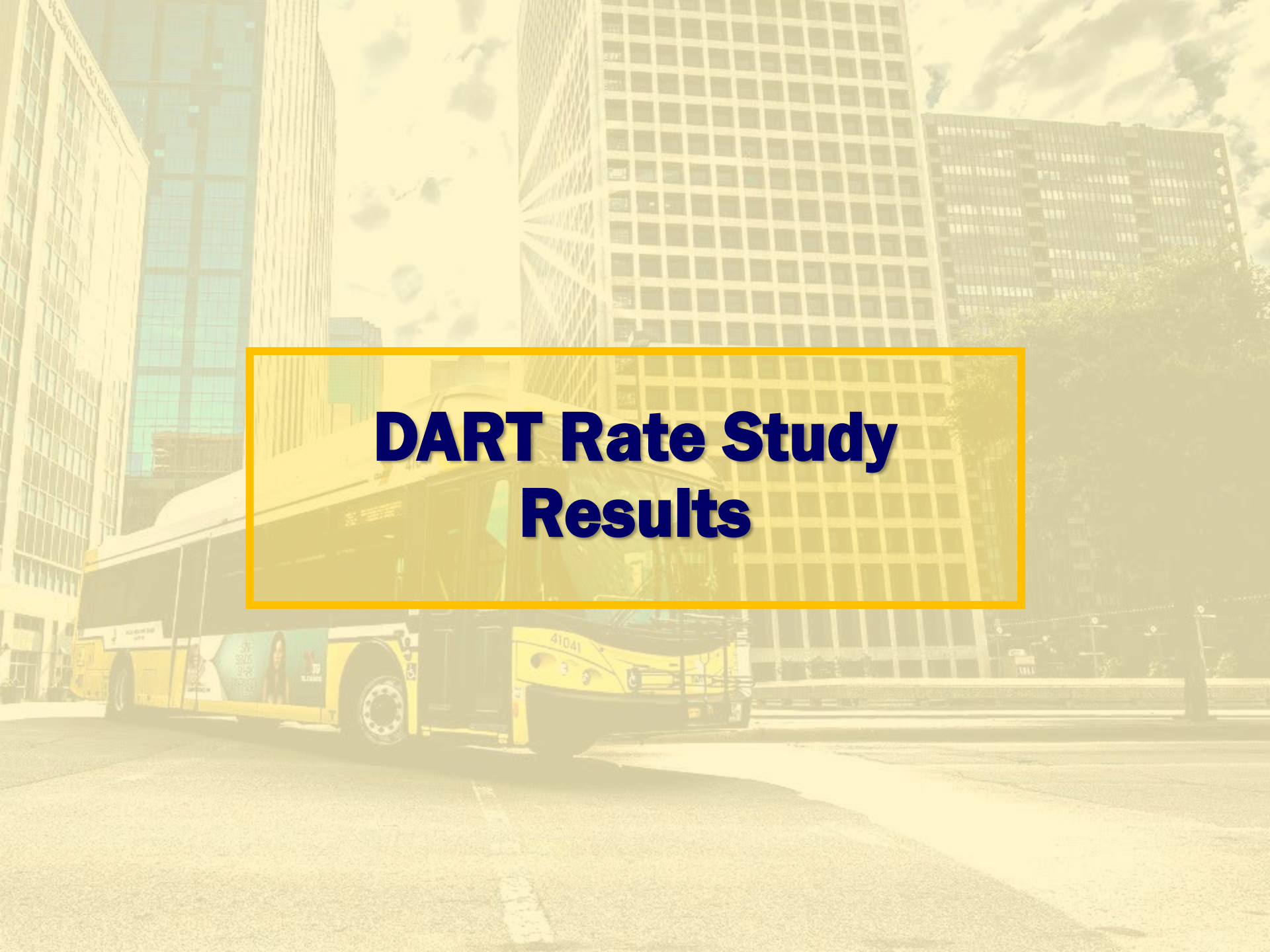
GoLink Considerations

- In September 2025, the Board approved new GoLink service in Plano (expanded and new zones) and Addison (new citywide zone)
  - Planned to start in early April
- While planning has started, staff recommends delaying service to avoid start-up costs, given that Addison and Plano have called withdrawal elections
  - Addison's February 5, 2026, letter states they would decline GoLink service under a new agreement
- Service can be started within 60-90 days once outcomes are known
  - If elections move forward and voters choose to remain in DART, then service would start in August



DART Rate Study Results

Background

- In November, this group supported a conceptual framework for DART funding, represented by X+Y+Z = 1¢
  - X: “Regional premium” that cities pay to support the regional connectivity of the system
  - Y: Local transit services within each city that primarily serve that city’s residents
  - Z: Any potential over- or under-funding after accounting for X and Y in each city
- Contracted AECOM to calculate the total cost of regional (X) and local (Y) services by mode

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Rate Framework

- Considers all modes of service, except shuttle/charter bus
- Includes all costs, net of reimbursements
  - Averages capital, non-operating, and debt service costs over 20-year plan to generate smoothed rates
  - Escalates operating costs and revenues over 20-year period consistent with the financial plan
- Model represents the system “as it is,” according to DART’s current financial plan and service levels as of 2/2/26
  - Does not represent potential city withdrawals or additions
  - Scalability is limited

Regional Network Definition (X)

Tier 1: Basic Services	• Fast services >20mph with key regional connections – Light rail (4 lines) – Commuter rail (2 lines) – Express bus (2 routes) • Regional paratransit services (service area)
Tier 2: Multi-City Services	• Bus routes connecting multiple cities (31 routes)
Tier 3: Single-City Services	• Single-city routes with above-average daily ridership and above-average passenger miles/revenue mile (10 routes) • Routes connecting major regional airports (1 route)

Other services (e.g., GoLink) are local

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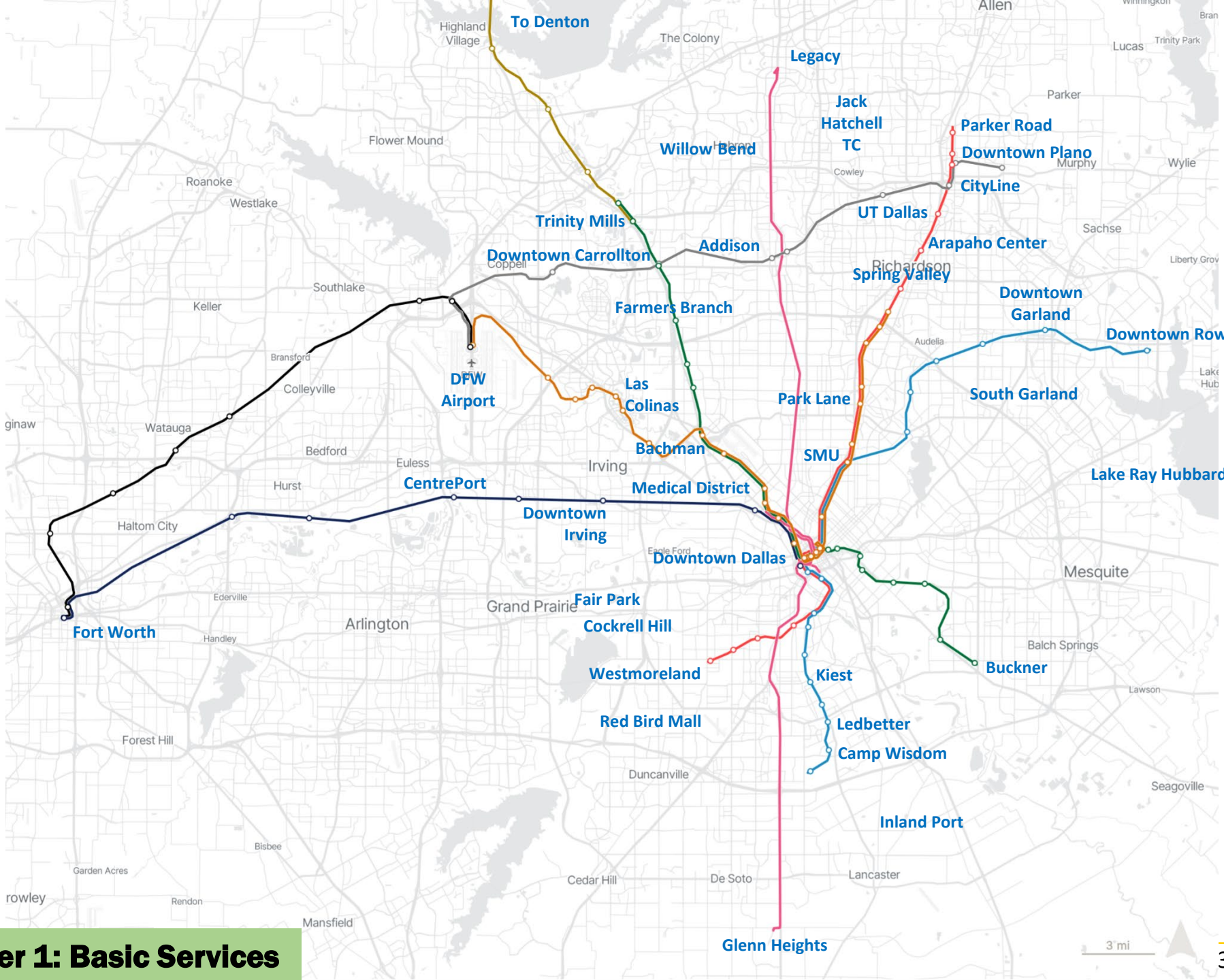
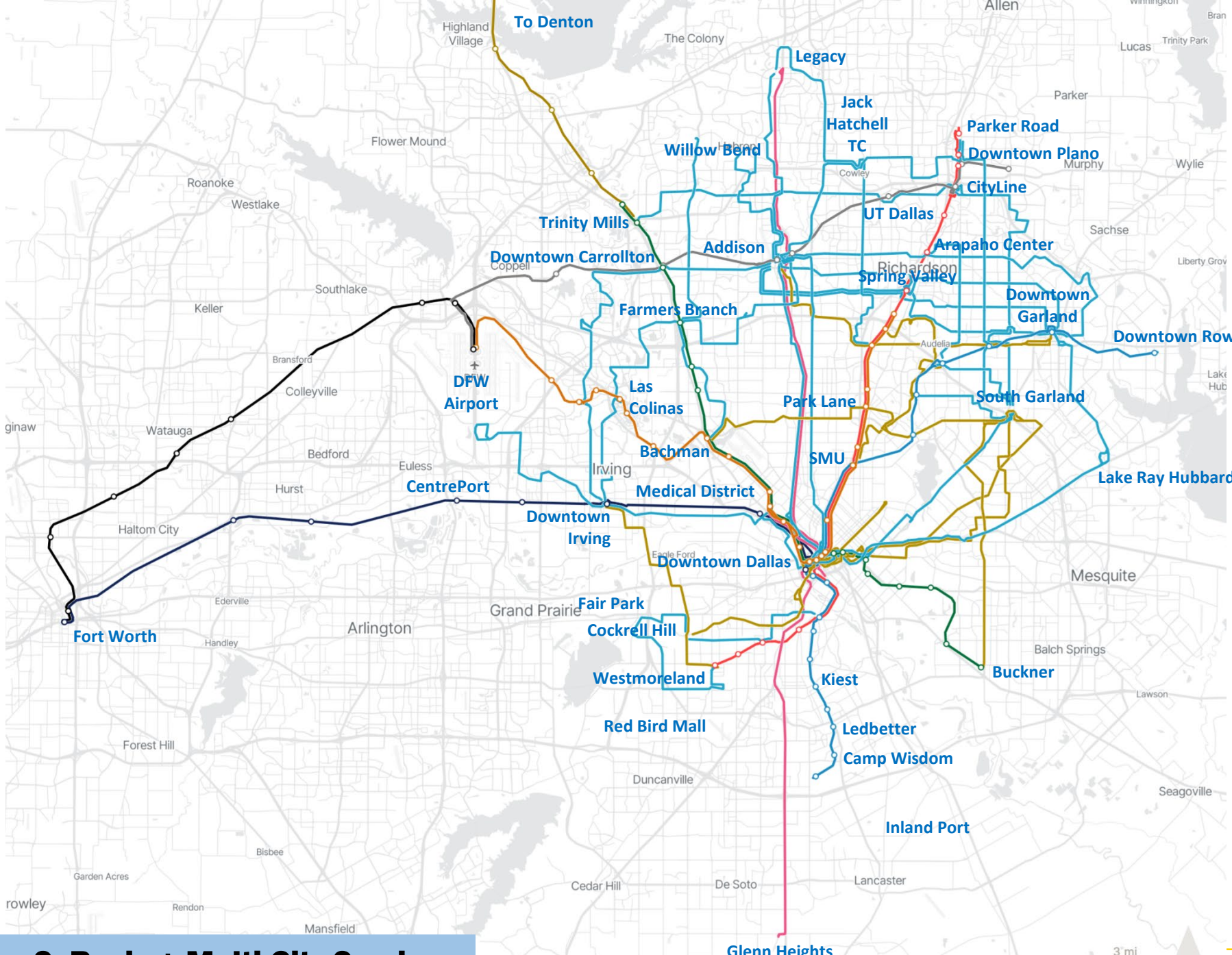
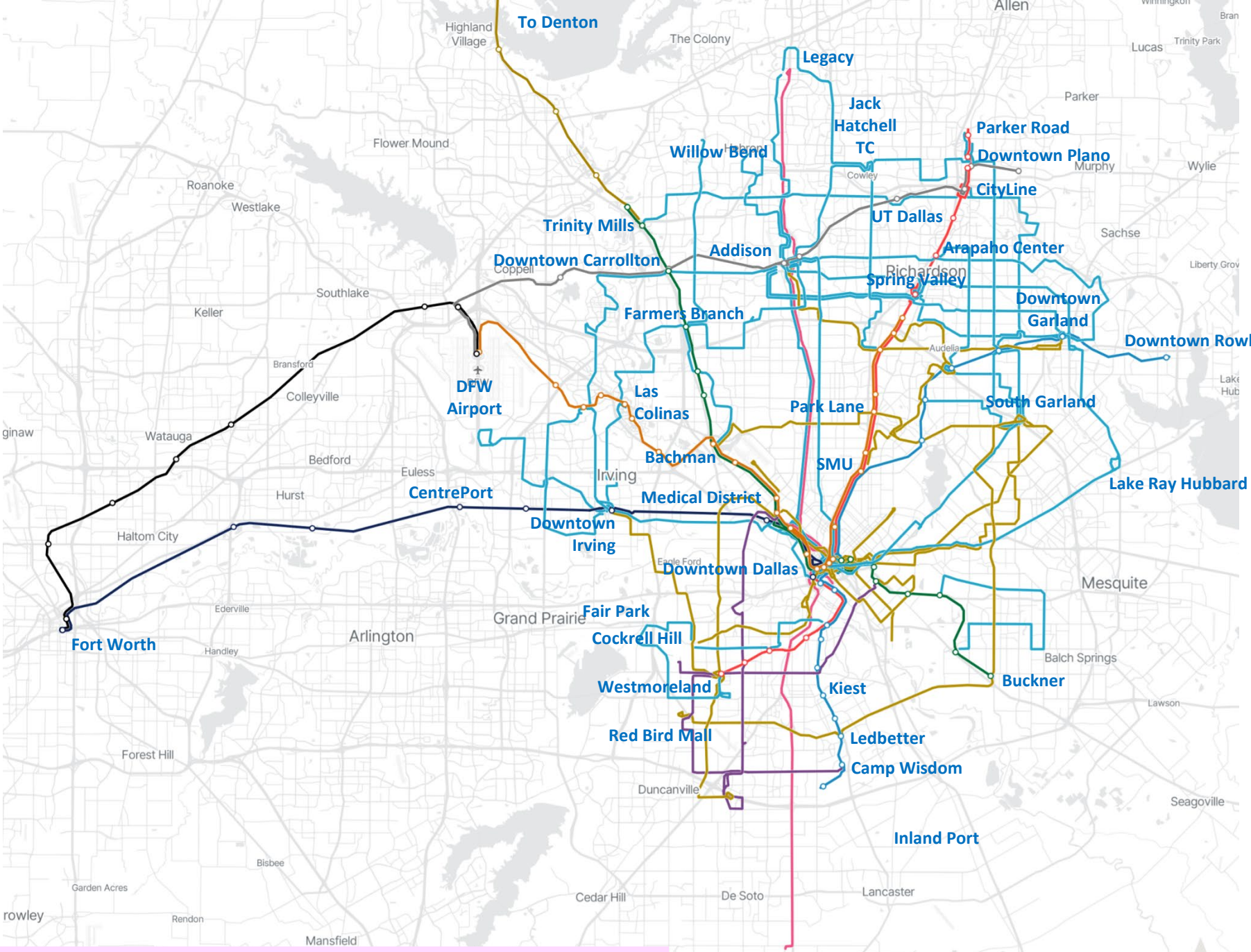


Tier 1: Basic Services



Tier 2: Basic + Multi-City Services



Tier 3: Basic + Multi-City + Single-City Services

Fixed vs. Variable Costs

	Fixed Costs	Variable Costs
Regional	• **Indirect operating costs:** – General and administrative costs (G&A) – Facility, station, and transit center maintenance costs – Maintenance of way – Fixed costs in paratransit contract • **All capital and non-operating costs** • **All debt service costs**	• **Direct operating costs:** – Most operating costs related to hours and miles of operation (e.g., vehicle maintenance, operator salaries and benefits), in alignment with DART's direct and indirect cost allocations – Variable costs in paratransit contract
Local	• **Operating costs:** – G&A and facility maintenance for local bus services – Fixed costs per GoLink contract(s) – Fixed costs per Streetcar agreement • **All capital and non-operating costs** • **All debt service costs**	• **Operating costs:** – Direct operating costs for local bus services (e.g., number of vehicles, hours and miles of operation) – Variable costs per GoLink contract(s) – Variable costs per Streetcar agreement

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Model Results for 2026

	Total Cost ($000)	Fixed Cost ($000)	Variable Cost ($000)	Unit Variable Cost ($/Unit)	# Units Currently Modeled	Relevant Units
Regional						
Bus	$322,552	$170,496	$152,056	$8.78	17,324,034	Revenue Miles
LRT	$398,229	$312,696	$85,533	$9.06	9,444,881	Revenue Car Miles
Commuter Rail	$153,806	$105,661	$48,145			
TRE	$46,484	$23,392	$23,092	$37.67	612,995	Revenue Train Miles
Silver Line	$92,134	$67,082	$25,053	$45.54	550,128	Revenue Train Miles
Other*	$15,187	$15,187	$0			N/A
Paratransit	$65,003	$20,733	$44,271	$54.52	812,034	Annual Trips
Agency-Wide**	$71,153	$71,153	$0			N/A
Total Regional	**$1,010,744**	**$680,739**	**$330,005**			
Local						
Bus	$115,763	$59,531	$56,233	$8.78	6,406,681	Revenue Miles
GoLink	$44,448	$11,878	$32,569	$15.10	2,156,760	Annual Trips
Streetcar	$680	$403	$277	$2.94	94,287	Revenue Car Miles
Total Local	**$160,891**	**$71,812**	**$89,079**			
System Total	**$1,171,635**	**$752,550**	**$419,084**			

**Third-party commuter rail capital projects, Madill, and regional trail projects*

***Agency-wide capital and unallocated debt costs; ex: agency CCTV upgrade, body-worn cameras*

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Summary

- North Texas Commission (NTC)/North Central Texas Council of Governments (NCTCOG) have scheduled a meeting with cities to reach consensus on which tier(s) should be included in X
- Based on Tier 1+2+3:
  - X Regional network = 86.3%
  - Y Local services = 13.7% (varies by city)
  - Z (varies by city)
- Overall, everything is regional, as even local bus routes and GoLink zones connect to the broader system and facilitate travel across the entire service area
- However, some cities view services within their city as local and would like more input over how those services are deployed

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ILA Comments

Carrollton TIRZ ILA Comments

- All City Managers and City Attorneys reviewed and provided feedback on the Final TIRZ ILA
  - City of Carrollton emailed approval on October 13, 2025
- The TIRZ ILA was provided to all cities in November 2025
- Richardson has executed the TIRZ ILA
- Proposed material change by Carrollton conflicts with original deal points:

Article VII. Disqualification, Suspension, Termination, and Claw Backs

7.1 Disqualifications. Any of the following events shall disqualify CITY from submitting a request for DART's contribution to a Zone, from execution of a Concurrence Letter, and from commencement of a Contribution Period (if a Concurrence Letter has been executed but CITY has not yet provided thirty (30) calendar days' notice to commence the Contribution Period):

~~a. CITY's Council approves a resolution calling for an election to withdraw from DART;~~

~~b.~~a. CITY fails to pay a debt owed to DART of $500,000 or more for longer than one hundred eighty (180) calendar days; or

~~c.~~b. A statutory change results in the reduction or reallocation of any part of DART's sales and use tax rate of one percent (1%).

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Carrollton/Addison GMP ILA Comments

- Removal of Chapter 452 language related to Public Transportation System
- Projects can be anything permissible in law
- No DART review or approval of projects
- Annual updates rather than quarterly on project progress
- Modified legislative activities

Plano GMP ILA Feedback
January 13, 2026

- Modifies the GMP ILA to be up to 25% of sales tax to all 13 cities
- Six-year agreement with first year at 15% of sales tax, next five at 25% of sales tax and no reduction of services within any city.
- New “Most Favored Nation” clause (equal terms for all cities)
- Can use funds on legally permissible projects under Chapter 452
- Annual allocations based on prior-year sales tax collections disbursed by September 30 each year
- Annual submittal of projects by June 30; quarterly progress reporting
- City must be in good financial standing with DART.
- City must waive the right to withdraw from DART during the term.
- City agrees not to pursue legislative action that would reduce DART’s sales tax authority.
- Terminates September 30, 2031

Discussion

Governance Update

Governance

- NTC/NCTCOG working group with DART and City leadership developed a governance framework
- Dallas City Council Transportation and Infrastructure (TRNI) Committee approved similar framework on January 20, 2026
- Key principles that have emerged from these efforts:
  - No single city majority; Dallas vote share between 40-50%
  - Each city has a seat; Dallas has no less than seven seats
- DART cities met on February 5, 2026, to develop consensus

Proposed Governance Structure

Presented by City of Dallas at February 5, 2026, NTC City Consensus Meeting

		Original Working Group Framework		Modified Frameworks						
City	2025 DART Board Seats Apportion-ment	Original Number of Seats	Original Percentage of Vote	Irving Proposal Vote Weight	Irving Proposal Percentage of Vote	Dallas Proposal Number of Seats	Dallas Proposal Vote Weight	Dallas Proposal Percentage of Vote	Percentage of DART 2025 Pop	Percentage of FY 2025 Sales Tax
Addison	0.10	1	4.00%	0.25	1.25%	1	0.44	2.00%	0.68%	1.89%
Carrollton	0.77	1	6.00%	1.5	7.50%	1	1.38	6.25%	5.18%	5.56%
Cockrell Hill	0.02	1	4.00%	0.25	1.25%	1	0.44	2.00%	0.14%	0.07%
Dallas	7.86	5	40.00%	8.75	43.75%	7	9.90	45.00%	52.37%	48.30%
Farmers Branch	0.23	1	4.00%	0.5	2.50%	1	0.44	2.00%	1.51%	2.66%
Garland	1.43	2	8.00%	2	10.00%	2	2.09	9.50%	9.53%	5.75%
Glenn Heights	0.11	1	4.00%	0.25	1.25%	1	0.44	2.00%	0.76%	0.14%
Highland Park	0.05	1	4.00%	0.25	1.25%	1	0.44	2.00%	0.33%	1.02%
Irving	1.51	2	8.00%	2	10.00%	2	2.09	9.50%	10.06%	12.57%
Plano	1.70	2	8.00%	2	10.00%	2	2.09	9.50%	11.31%	14.22%
Richardson	0.70	1	6.00%	1.5	7.50%	1	1.38	6.25%	4.65%	5.98%
Rowlett	0.38	1	4.00%	0.5	2.50%	1	0.44	2.00%	2.53%	1.07%
University Park	0.14	1	4.00%	0.25	1.25%	1	0.44	2.00%	0.95%	0.77%
	15.00	**20**	**104.00%**	**20**	**100.00%**	**22**	**22**	**1**	**100.00%**	**100.00%**

Green: Proposed framework increases representation based on this metric

Red: Proposed framework decreases representation based on this metric

DART let's go.

Governance

- Carrollton City Council passed resolution on February 3, 2026, supporting NCTCOG/NTC recommendation
- Dallas City Council resolution to be considered on February 11, 2026:
  - Support principle of one city, one seat
  - No single member city should possess a majority vote share
  - City of Dallas should hold a minimum of seven seats with no less than 45% of the total voting
  - Governance structure is subject to further evaluation in the event of successful withdrawal elections by other DART cities
- Irving City Council will consider resolution on February 12, 2026
- Potential DART Action: Board approval of legislative priorities for the 90th Legislative Session to include support for this proposal

DART let's go.

Strategic Funding Discussion

Objective and Parameters of a Strategic Funding Plan

Objective: Establish a program that transforms the DART funding model by providing an equivalent of up to 25% of DART sales tax receipts to all service area cities while preserving regional mobility services

Program Principles & Parameters:

- Six-year duration
- Provide a guaranteed base allocation of funding with a shared responsibility between DART, NCTCOG, and member cities to collaboratively pursue additional, and ultimately replacement, funding equivalent of up to 25% of DART sales tax receipts
- Funding to be apportioned to all 13 cities based on sales tax collections
- Minimize and limit the financial impact to DART operations and capital program

DART let's go.

Sales Tax at Risk

	Projected Sales Tax Revenues	Lost Sales Tax (6 cities)	% of Total Sales Tax Lost
FY26	$934,589,489	$128,807,615	14%
FY27	970,103,889	320,885,530	33%
FY28	1,006,967,837	333,079,180	33%
FY29	1,045,232,615	345,736,189	33%
FY30	1,084,951,454	358,874,165	33%
FY31	1,126,179,610	372,511,383	33%
Total	**$6,168,024,894**	**$1,859,894,062**	**30%**

- FY26 is prorated for 5 months

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Proposed Framework

- The equivalent of 25% of DART sales tax receipts would be achieved through a collaborative effort to pursue three components:
  1. Guaranteed base funding,
  2. Transfer of the regional rail system to an independent management authority
     - Consistent with RTC Transit 2.0 subcommittee recommendations
  3. New revenue streams
     - Vehicle registration fee concept as example – could benefit cities, transit authorities, and non-transit counties/cities

DART let's go.

DART/RTC Sales Tax Contribution

	DART	RTC	Total	DART %	RTC %	Total
FY26	$42,589,182	$0	$42,589,182	5.0%	0.0%	5.0%
FY27	49,520,638	4,501,876	54,022,514	5.5%	0.5%	6.0%
FY28	56,075,369	9,345,895	65,421,264	6.0%	1.0%	7.0%
FY29	63,056,753	14,551,558	77,608,311	6.5%	1.5%	8.0%
FY30	70,487,749	20,139,357	90,627,105	7.0%	2.0%	9.0%
FY31	78,392,446	26,130,815	104,523,261	7.5%	2.5%	10.0%
Total	**$360,122,136**	**$74,669,501**	**$434,791,638**			

- FY26 allocation based on FY24 actual sales tax
- FY26 allocation fully budgeted
- FY27 allocation partially budgeted
- No budgeted allocations past FY27
- RTC dollars would be fixed

DART let's go.

Sales Tax Allocation by City

Fiscal Year	% Allocation	Addison	Carrollton	Cockrell Hill	Dallas	Farmers Branch	Garland	Glenn Heights
2026	5%	$836,068	$2,382,874	$30,133	$21,161,957	$1,175,463	$2,149,165	$61,509
2027	6%	1,017,997	3,024,252	38,154	26,156,989	1,446,164	3,041,345	74,303
2028	7%	1,232,795	3,662,369	46,205	31,676,114	1,751,305	3,683,068	89,981
2029	8%	1,462,447	4,344,616	54,812	37,576,921	2,077,548	4,369,171	106,743
2030	9%	1,707,772	5,073,425	64,006	43,880,450	2,426,057	5,102,100	124,649
2031	10%	1,969,631	5,851,350	73,821	50,608,785	2,798,052	5,884,422	143,762
Total		**$8,226,710**	**$24,338,885**	**$307,131**	**$211,061,217**	**$11,674,590**	**$24,229,270**	**$600,945**

Fiscal Year	% Allocation	Highland Park	Irving	Plano	Richardson	Rowlett	University Park	Total All Cities
2026	5%	$422,031	$5,156,506	$5,798,553	$2,598,512	$473,876	$342,535	**$42,589,182**
2027	6%	548,488	6,795,005	7,641,816	3,239,292	578,915	419,794	**54,022,514**
2028	7%	664,219	8,228,751	9,254,239	3,922,783	701,066	508,371	**65,421,264**
2029	8%	787,954	9,761,650	10,978,171	4,653,541	831,665	603,073	**77,608,311**
2030	9%	920,133	11,399,166	12,819,759	5,434,173	971,176	704,239	**90,627,105**
2031	10%	1,061,220	13,147,039	14,785,456	6,267,413	1,120,090	812,222	**104,523,261**
Total		**$4,404,044**	**$54,488,117**	**$61,277,993**	**$26,115,714**	**$4,676,789**	**$3,390,234**	**$434,791,638**

DART GMP Offer Comparisons

	03/25 GMP Board Approved (certain cities)		02/26 GMP Proposal (all cities)			Offer Improvement	
	$	**%**	**$**	**DART %**	**RTC %**	$	%
FY26	$42,589,182	5%	$42,589,182	5.0%	0.0%	-	-
FY27	45,018,762	5%	54,022,514	5.5%	0.5%	9,003,752	20%
FY28	23,364,737	~2.5%	65,421,264	6.0%	1.0%	42,056,527	180%
FY29	24,252,597	~2.5%	77,608,311	6.5%	1.5%	53,355,714	220%
FY30	25,174,196	~2.5%	90,627,105	7.0%	2.0%	65,452,909	260%
FY31	26,130,815	~2.5%	104,523,261	7.5%	2.5%	78,392,446	300%
Total	**$186,530,289**		**$434,791,638**				

DART let's go.

New Local Commitment Resolution

- Commitment of funding strategy available to all cities and allocated based on sales tax collections
  - DART contribution: 5% up to 7.5% over six years
  - RTC contribution: $75 million over six years
- Collaborative pursuit of new revenue sources or regional initiatives to reach equivalent of 25% of DART sales tax receipts
- Direction to staff to develop interlocal agreement for consideration by DART Board taking into consideration comments from cities on the prior GMP ILA

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Next Steps

- February 12 – RTC workshop and potential action on funding partnership program
- February 24 – DART COTW/Board consideration of new GMP ILA to replace prior GMP ILA

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DART.org

NTC Rate Study Presentation 1-29-26

Background

- In November, this group supported a conceptual framework for DART funding, represented by X+Y+Z = 1¢
  - X: “Regional premium” that cities pay to support the regional connectivity of the system
  - Y: Local transit services within each city that primarily serve that city’s residents
  - Z: Any potential over- or under-funding after accounting for X and Y in each city
- Contracted AECOM to calculate the total cost of regional (X) and local (Y) services by mode

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Rate Framework

- Considers all modes of service, except shuttle/charter bus
- Includes all costs, net of reimbursements
  - Averages capital, non-operating, and debt service costs over 20-year plan to generate smoothed rates
  - Escalates operating costs and revenues over 20-year period consistent with the financial plan
- Model represents the system “as it is,” according to DART’s current financial plan and service levels as of 2/2/26
  - Does not represent potential city withdrawals or additions
  - Scalability is limited

Regional Network Definition (X)

- Based upon previous discussions, we have prepared a three-tier definition of a DART regional network:
  1. “Fast” services and paratransit
  2. Bus routes that serve and connect multiple cities
  3. Single-city bus routes with high ridership and high productivity
- Productivity: Ratio of passenger miles per revenue mile, one of DART’s key service performance metrics that accounts for both ridership levels and the distances that riders travel

DART let’s go.

Regional Network Definition (X)

Tier 1: Basic Services	• Fast services >20mph with key regional connections – Light rail (4 lines) – Commuter rail (2 lines) – Express bus (2 routes) • Regional paratransit services (service area)
Tier 2: Multi-City Services	• Bus routes connecting multiple cities (31 routes)
Tier 3: Single-City Services	• Single-city routes with above-average daily ridership and above-average passenger miles/revenue mile (10 routes) • Routes connecting major regional airports (1 route)

Other services (e.g., GoLink) are local

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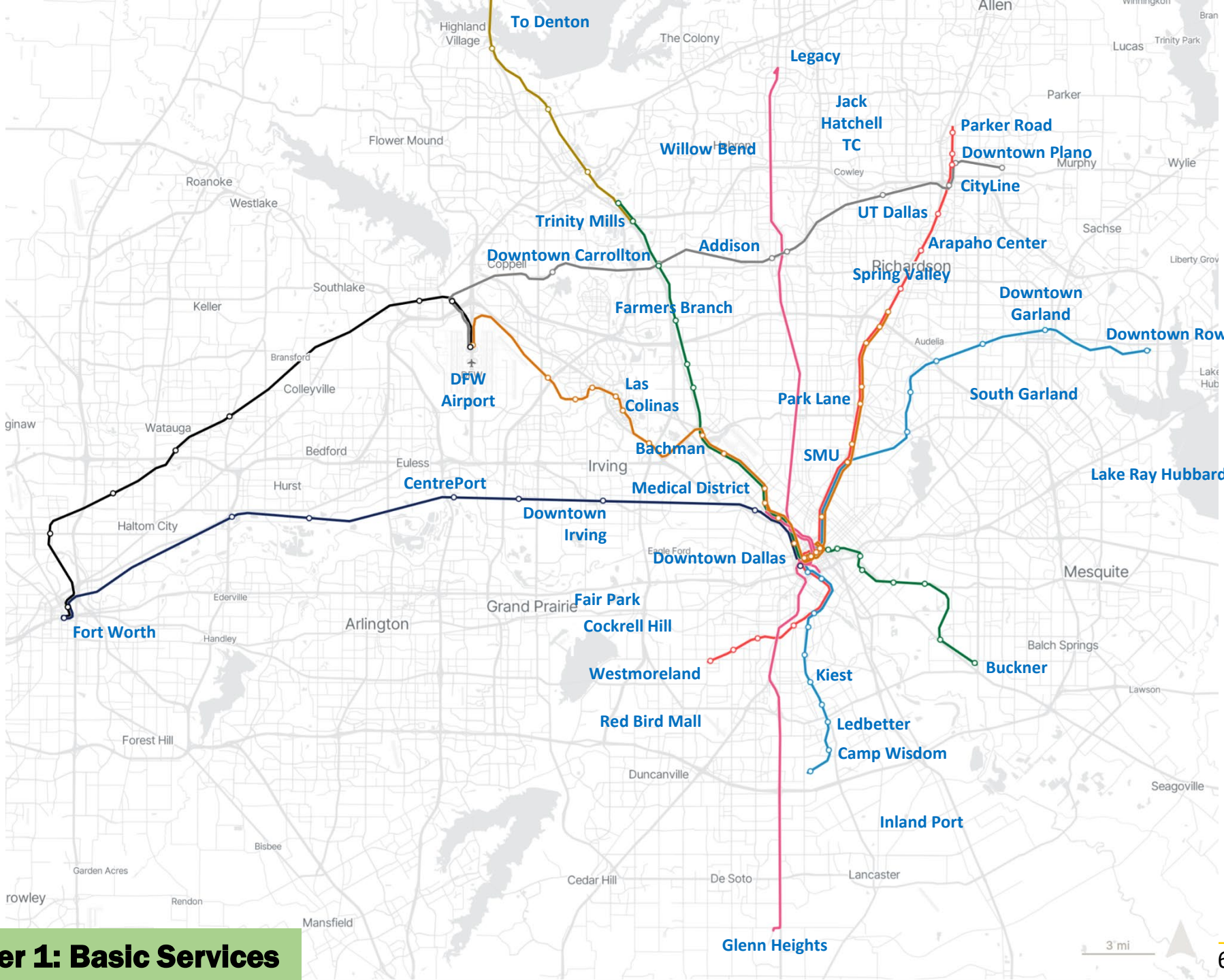
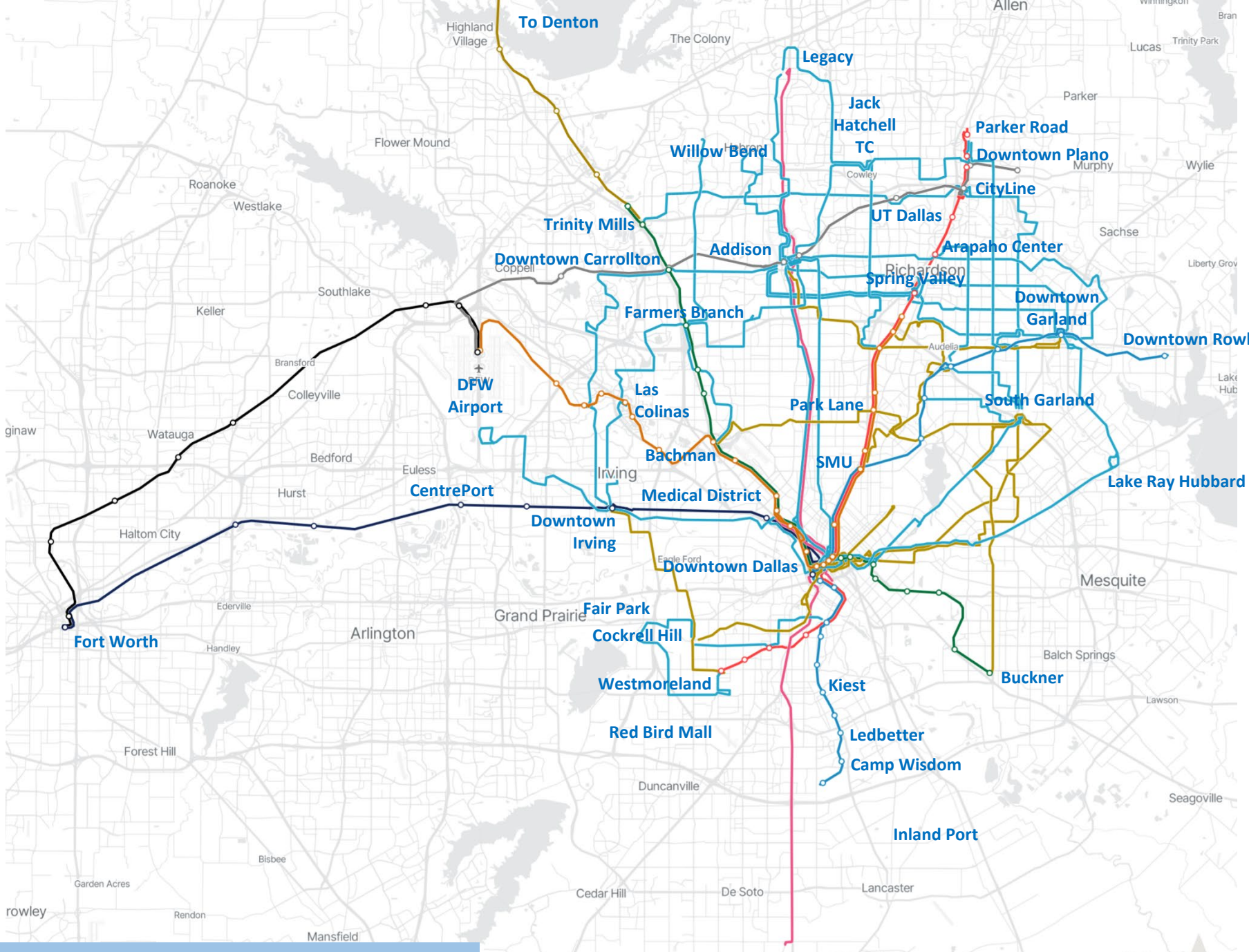
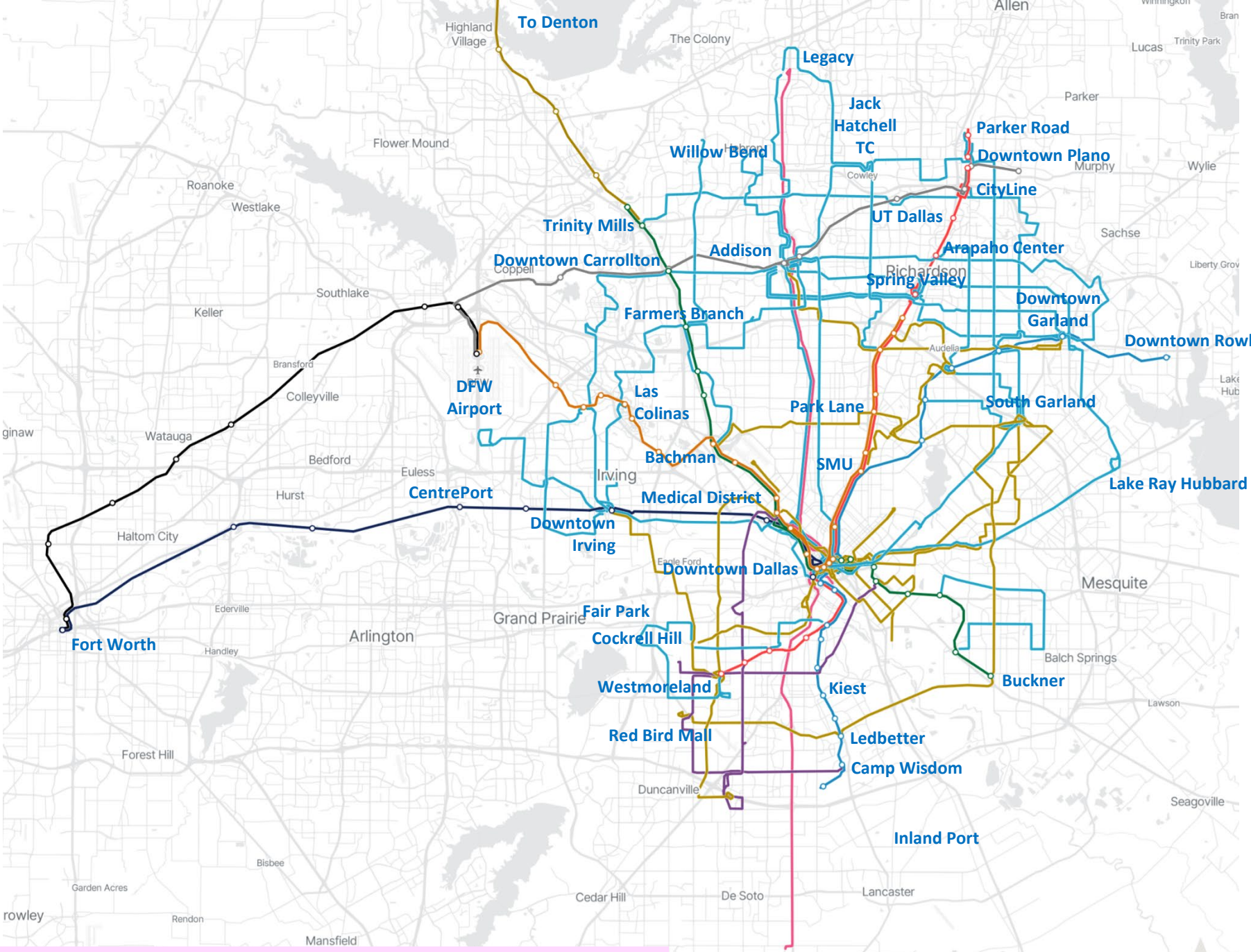


Tier 1: Basic Services



Tier 2: Basic + Multi-City Services



Tier 3: Basic + Multi-City + Single-City Services

Network Routes Basic

Route	Name	Category	25Q4 Avg Wkd Riders	25Q4 PM/RM	Cities Served	Operating Speed MPH	Major Connections	Notes
LRT	Red/Blue/Green/Orange	Light Rail	63,952		Ir Ca FB Da Ri Pl Ga Ro	24.7	Area Wide	
TRE	Trinity Railway Express	Commuter Rail	4,445		Da Ir	31.4	Area Wide	
Silver	Silver Line	Commuter Rail	N.A.*		Ca Ad Da Ri Pl	30.6	Area Wide	* Silver Line not active in 25Q4
306	Glenn Heights	Express	407	6.3	GH Da	25.5	Glenn Heights, Downtown Dallas	
308	NW Plano	Express	673	10.9	Pl Da	23.3	Legacy, Downtown Dallas	
			69,476		**41%**	**of total system ridership, not including Silver Line**		
			168,774		System Ridership			

Tier 1 **Qualifying Attribute**

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Network Routes Basic + Multi-City

Route	Name	Category	25Q4 Avg Wkd Riders	25Q4 PM/RM	Cities Served	Operating Speed MPH	Major Connections	Notes
LRT	Red/Blue/Green/Orange	Light Rail	63,952		Ir Ca FB Da Ri Pl Ga Ro	24.7	Area Wide	
TRE	Trinity Railway Express	Commuter Rail	4,445		Da Ir	31.4	Area Wide	
Silver	Silver Line	Commuter Rail	N.A.*		Ca Ad Da Ri Pl	30.6	Area Wide	* Silver Line not active in 25Q4
9	Jefferson/Gaston	Frequent	2,620	4.7	CH Da	12.6	Downtown Dallas, Cockrell Hill	
15	Buckner	Frequent	2,315	5.8	Ga Da	16.3	Downtown Dallas, S Garland	
16	Ferguson	Frequent	2,017	6.7	Ga Da	18.2	Downtown Dallas, S Garland	
17	Skillman	Frequent	2,305	4.0	Ri Da	14.7	Mockingbird, LBJ/Central, LBJ/Skillman, Lake Highlands, Richland Col	
18	Samuell	Frequent	2,445	6.5	Ga Da	13.6	Downtown Dallas, S Garland	
20	Northwest Hwy	Frequent	2,585	4.8	Ga Da UP	13.2	S Garland, White Rock, Park Lane, Bachman	
22	Forest Lane	Frequent	3,736	4.9	Ad Da Ga	14.7	Addison, Forest Lane, Downtown Garland	
25	Cockrell Hill N	Frequent	1,628	4.3	Da CH Ir	16.3	Westmoreland, Singleton, Downtown Irving	
200	Spring Valley	Local Coverage	1,223	4.7	Ad Da Ri Ga	16.2	Addison, Spring Valley, Downtown Garland	
202	Buckingham	Local Coverage	961	3.8	Ad FB Da Ri Ga	15.8	Addison, Spring Valley, Downtown Garland	
204	Miller	Local Coverage	296	2.4	Da Ga	16.4	South Garland, LBJ/Skillman	
214	Lindsley	Local Coverage	652	3.8	Da Ga	14.8	South Garland, White Rock Lake, Downtown Dallas	
221	Merrifield	Local Coverage	565	3.5	Da CH	17.4	Cockrell Hill, Westmoreland	
224	I-30/Broadway	Local Coverage	1,003	5.7	Ga Da	21.4	Downtown Garland, Lake Ray Hubbard, Downtown Dallas	High speed due to extensive IH-30 running
226	Clarendon	Local Coverage	340	2.4	Da CH	15.3	Cockrell Hill, Tyler/Vernon, 8th/Corinth	
227	O'Connor/Luna/Valley View	Local Coverage	1,335	5.0	Ir FB Da Ad	17.1	Downtown Irving, Las Colinas, Farmers Branch, Addison	
229	Macarthur/Beltline	Local Coverage	1,513	5.6	Ir Ca Ad	16.0	Downtown Irving, Downtown Carrollton, Addison	Prime candidate for more frequent service
230	Irving Blvd	Local Coverage	1,666	5.6	Ir Da	14.5	Downtown Irving, Medical District, Downtown Dallas	Prime candidate for more frequent service
232	Frankford	Local Coverage	1,099	4.8	Ca Da Ri	15.4	Trinity Mills, UT Dallas, CityLine	
233	Josey	Local Coverage	961	3.2	Ca FB Da	16.1	Carrollton Medical Center, Farmers Branch, Royal Lane, Bachman	
235	Timberglen/Midway	Local Coverage	588	3.8	Ca Da Ad	16.5	Addison	
236	West 15th	Local Coverage	755	4.4	Pl Da Ad	15.0	Parker Road, 12th Street, Jack Hatchell TC, Knoll Trail, Addison	
237	Preston	Local Coverage	932	5.1	Ca Da Ad	14.2	Addison, Preston Center, Highland Park Village, Downtown Dallas	
238	Naaman Forest/Belt Line	Local Coverage	1,014	4.2	Ad Da Ri Ga	16.6	Addison, Arapaho, Downtown Garland	
239	Dallas/Addison/Legacy	Local Coverage	1,202	7.3	Pl Ad Da	16.6	Legacy, Addison, Downtown Dallas	Prime candidate for more frequent service
241	Coit	Local Coverage	1,837	6.9	Da Ri Pl	15.3	Forest Lane, Legacy	Prime candidate for more frequent service
242	Walnut Hill	Local Coverage	489	4.2	Da Ga	15.4	South Garland, Lake Highlands	
243	Plano Road	Local Coverage	466	3.0	Ri Ga Da	20.0	Arapaho, LBJ/Skillman	
245	Shiloh	Local Coverage	644	3.1	Ri Ga	15.9	Addison, Arapaho, Downtown Garland	
247	Jupiter	Local Coverage	873	4.2	Pl Ri Ga	15.3	Parker Road, 12th Street, Forest/Jupiter, South Garland	
250	East Belt Line	Local Coverage	802	4.0	Ad Da Ri Ga	17.1	Addison, Spring Valley, Downtown Garland	
306	Glenn Heights	Express	407	6.3	GH Da	25.5	Glenn Heights, Downtown Dallas	
308	NW Plano	Express	673	10.9	Pl Da	23.3	Legacy, Downtown Dallas	
			110,343		**65%**		**of total system ridership, not including Silver Line**	
			168,774		System Ridership			

Tier 1 **Tier 2** **Qualifying Attribute**

Network Routes Basic + Multi-City + Single-City

Route	Name	Category	25Q4 Avg Wkd Riders	25Q4 PM/RM	Cities Served	Operating Speed MPH	Major Connections	Notes
LRT	Red/Blue/Green/Orange	Light Rail	63,952		Ir Ca FB Da Ri Pl Ga Ro	24.7	Area Wide	
TRE	Trinity Railway Express	Commuter Rail	4,445		Da Ir	31.4	Area Wide	
Silver	Silver Line	Commuter Rail	N.A.*		Ca Ad Da Ri Pl	30.6	Area Wide	* Silver Line not active in 25Q4
1	Malcolm X/Maple	Frequent	2,844	5.1	Da	12.0	Medical District, Downtown Dallas	
5	LoveLink	Frequent	609	3.0	Da	16.0	Inwood, Love Field	
9	Jefferson/Gaston	Frequent	2,620	4.7	CH Da	12.6	Downtown Dallas, Cockrell Hill	
13	Ervay	Frequent	2,377	6.3	Da	12.8	Downtown Dallas, Fair Park	
15	Buckner	Frequent	2,315	5.8	Ga Da	16.3	Downtown Dallas, S Garland	
16	Ferguson	Frequent	2,017	6.7	Ga Da	18.2	Downtown Dallas, S Garland	
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18	Samuell	Frequent	2,445	6.5	Ga Da	13.6	Downtown Dallas, S Garland	
20	Northwest Hwy	Frequent	2,585	4.8	Ga Da UP	13.2	S Garland, White Rock, Park Lane, Bachman	
22	Forest Lane	Frequent	3,736	4.9	Ad Da Ga	14.7	Addison, Forest Lane, Downtown Garland	
25	Cockrell Hill N	Frequent	1,628	4.3	Da CH Ir	16.3	Westmoreland, Singleton, Downtown Irving	
38	Ledbetter	Frequent	2,554	5.1	Da	17.2	Red Bird Mall, Ledbetter, Buckner	
57	Westmoreland	Frequent	3,385	6.6	Da	14.9	Red Bird Mall, Westmoreland, Medical District	
101	Hampton	Local	1,820	4.5	Da	15.2	Medical District, Westmoreland	Prime candidate for more frequent service
104	Illinois	Local	1,759	4.6	Da	14.7	Westmoreland, Fair Park	Prime candidate for more frequent service
108	Camp Wisdom	Local	1,386	4.3	Da	15.8	Westmoreland, Red Bird Mall, Camp Wisdom	
200	Spring Valley	Local Coverage	1,223	4.7	Ad Da Ri Ga	16.2	Addison, Spring Valley, Downtown Garland	
202	Buckingham	Local Coverage	961	3.8	Ad FB Da Ri Ga	15.8	Addison, Spring Valley, Downtown Garland	
204	Miller	Local Coverage	296	2.4	Da Ga	16.4	South Garland, LBJ/Skillman	
214	Lindsley	Local Coverage	652	3.8	Da Ga	14.8	South Garland, White Rock Lake, Downtown Dallas	
218	Military Hwy	Local Coverage	1,082	4.5	Da	16.5	Lawnview, Lake June	
221	Merrifield	Local Coverage	565	3.5	Da CH	17.4	Cockrell Hill, Westmoreland	
224	I-30/Broadway	Local Coverage	1,003	5.7	Ga Da	21.4	Downtown Garland, Lake Ray Hubbard, Downtown Dallas	High speed due to extensive IH-30 running
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230	Irving Blvd	Local Coverage	1,666	5.6	Ir Da	14.5	Downtown Irving, Medical District, Downtown Dallas	Prime candidate for more frequent service
231	South Belt Line	Local Coverage	756	4.7	Ir	16.7	North Lake College, Irving Mall, Downtown Irving	
232	Frankford	Local Coverage	1,099	4.8	Ca Da Ri	15.4	Trinity Mills, UT Dallas, CityLine	
233	Josey	Local Coverage	961	3.2	Ca FB Da	16.1	Carrollton Medical Center, Farmers Branch, Royal Lane, Bachman	
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306	Glenn Heights	Express	407	6.3	GH Da	25.5	Glenn Heights, Downtown Dallas	
308	NW Plano	Express	673	10.9	Pl Da	23.3	Legacy, Downtown Dallas	
			128,915		**76%**		**of total system ridership, not including Silver Line**	
			168,774		System Ridership			

Tier 1 **Tier 2** **Tier 3** **Qualifying Attribute**

Regional vs. Local Categorization

Regional	Local
“Network” bus routes	“Non-network” bus routes
Light rail	All GoLink zones
Commuter rail	Dallas Streetcar
Paratransit	

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Fixed vs. Variable Costs

	Fixed Costs	Variable Costs
Regional	• **Indirect operating costs:** – General and administrative costs (G&A) – Facility, station, and transit center maintenance costs – Maintenance of way – Fixed costs in paratransit contract • **All capital and non-operating costs** • **All debt service costs**	• **Direct operating costs:** – Most operating costs related to hours and miles of operation (e.g., vehicle maintenance, operator salaries and benefits), in alignment with DART's direct and indirect cost allocations – Variable costs in paratransit contract
Local	• **Operating costs:** – G&A and facility maintenance for local bus services – Fixed costs per GoLink contract(s) – Fixed costs per Streetcar agreement • **All capital and non-operating costs** • **All debt service costs**	• **Operating costs:** – Direct operating costs for local bus services (e.g., number of vehicles, hours and miles of operation) – Variable costs per GoLink contract(s) – Variable costs per Streetcar agreement

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Model Results for 2026

	Total Cost ($000)	Fixed Cost ($000)	Variable Cost ($000)	Unit Variable Cost ($/Unit)	# Units Currently Modeled	Relevant Units
Regional						
Bus	$322,552	$170,496	$152,056	$8.78	17,324,034	Revenue Miles
LRT	$398,229	$312,696	$85,533	$9.06	9,444,881	Revenue Car Miles
Commuter Rail	$153,806	$105,661	$48,145			
TRE	$46,484	$23,392	$23,092	$37.67	612,995	Revenue Train Miles
Silver Line	$92,134	$67,082	$25,053	$45.54	550,128	Revenue Train Miles
Other*	$15,187	$15,187	$0			N/A
Paratransit	$65,003	$20,733	$44,271	$54.52	812,034	Annual Trips
Agency-Wide**	$71,153	$71,153	$0			N/A
Total Regional	**$1,010,744**	**$680,739**	**$330,005**			
Local						
Bus	$115,763	$59,531	$56,233	$8.78	6,406,681	Revenue Miles
GoLink	$44,448	$11,878	$32,569	$15.10	2,156,760	Annual Trips
Streetcar	$680	$403	$277	$2.94	94,287	Revenue Car Miles
Total Local	**$160,891**	**$71,812**	**$89,079**			
System Total	**$1,171,635**	**$752,550**	**$419,084**			

**Third-party commuter rail capital projects, Madill, and regional trail projects*

***Agency-wide capital and unallocated debt costs; ex: agency CCTV upgrade, body-worn cameras*

DART let's go.

Summer 2025
Service Changes reviewed at Public Meetings

Potential Service Changes

Covered in Public Process

Service	Outcome	Weekday Frequency	Weekend Frequency	Annualized Cost Saving Estimate
Light Rail	Peak frequency to 20 minutes, evening/weekend frequency to 30 minutes all lines	20/20/30/30	30/30/30/30	$9.9m
Commuter Rail	60-minute service at all times for TRE, Silver Line	60/60/60/60	60/60/60/60	$3.0m
Very Frequent Bus	Peak frequency to 20 minutes, evening/weekend frequency to 30 minutes all lines except 28/41/47	20/20/30/30	30/30/30/30	$15.6m
Frequent Bus				
Routes 28/41/47	Become local bus routes	20/30/60/60	60/60/60/60	$6.2m
Local Bus	Peak frequency to 20 minutes all routes, evening/weekend frequency to 60 minutes all lines	20/30/60/60	60/60/60/60	
Local Coverage Bus	6 routes discontinued (209, 225, 234, 242, 254, 255), 60-minute service midday/evening/weekends	30/60/60/60	60/60/60/60	$16.9m
Express Bus	• 3 routes discontinued (305, 378, 383) • Peak frequency to 20 minutes for 306 • Current service for 308	Varies	-	$2.6m
GoLink	• South Dallas and zone-to-zone pilots discontinued • Plano city-wide and Addison zones added	-	-	($6.1m)
Shuttles	Plano, Addison shuttles added	Varies	Varies	($3.2m)
Paratransit	Potential reduction to ADA ¾-mile service mandate	-	-	$10m

Weekday frequencies: peak/midday/evening/night
Weekend frequencies: morning/midday/evening/night

Summary of Service Recommendations

Service	Outcome	Weekday Frequency	Weekend Frequency	Annualized Cost Saving Estimate
Light Rail	Peak frequency to 20 minutes all lines, no other changes	20/20/20/30	30/20/20/30	$4.5M
Commuter Rail	No changes all lines	30/60/60/60	60/60/60/60	-
Very Frequent Bus	No changes all routes	15/15/15/30	30/15/30/30	-
Frequent Bus	Peak frequency to 20 minutes all routes, no other changes	20/20/20/30	30/20/30/30	$5.5M
Routes 28/41/47	Become local bus routes	20/30/30/30	30/30/30/30	$2.5M
Local Bus	Peak frequency to 20 minutes all routes, no other changes	20/30/30/30	30/30/30/30	$2.9M
Local Coverage Bus	4 routes discontinued (209, 225, 254, 255), no other changes	30/40-60/40-60/60	60/40-60/60/60	$5.6M
Express Bus	• 3 routes discontinued (305, 378, 383) • Peak frequency to 20 minutes for 306 • Current service for 308	Varies	-	$2.6M $0.4M
GoLink	• Current service for all zones • Plano and Addison zones added	-	-	($2.9M)
Shuttles	Plano, Addison shuttles added with 50% share	Varies	Varies	($1.6M)
Paratransit	No changes to current service area	-	-	-

Weekday frequencies: peak/midday/evening/night
Weekend frequencies: morning/midday/evening/night

SUMMARY OF FEB 2026 SERVICE CHANGES

Service	Recommendation	Weekday Frequencies	Weekend Frequencies
Light Rail	• Weekday peak frequency to 20 minutes all lines, no other changes	20/20/20/30	30/20/20/30
Commuter Rail	• No changes	30/60/60/60	
Very Frequent Bus (1-9)	• No changes	15/15/15/30	30/15/30/30
Frequent Bus (10-99)	• Weekday peak frequency to 20 minutes all routes, no other changes	20/20/20/30	30/20/30/30
Routes 28/41/47	• Become local bus routes due to route performance per Service Standards	20/30/30/30	30/30/30/30
Local Bus (100's)	• Weekday peak frequency to 20 minutes all routes, no other changes	20/30/30/30	30/30/30/30
Local Coverage Bus (200's)	• 4 routes discontinued (209, 225, 254, 255), no other changes	30/40-60/40-60/60	60/40-60/60/60
Express Bus (300's)	• 3 routes discontinued (305, 378, 383) • Weekday peak frequency to 20 minutes for 306 • Retain current service for 308 due to strong growth	20/-/-/-	No Service
GoLink	• Retain current service for all zones and zone-to-zone groups • Plano and Addison zones added		
Shuttles	• Plano, Addison shuttles added with 50% share	Varies	Varies
Paratransit	• No changes to current service area		

Weekday frequencies: peak/midday/evening/night, Weekend frequencies: morning/midday/evening/night
Changes highlighted in YELLOW

SUMMARY OF FEB 2026 SERVICE CHANGES

Service	Recommendation	Weekday Frequencies	Weekend Frequencies
Light Rail	• Weekday peak frequency to 20 minutes all lines, no other changes	20/20/20/30	30/20/20/30
Commuter Rail	• No changes	30/60/60/60	
Very Frequent Bus (1-9)	• No changes	15/15/15/30	30/15/30/30
Frequent Bus (10-99)	• Weekday peak frequency to 20 minutes all routes, no other changes	20/20/20/30	30/20/30/30
Routes 28/41/47	• Become local bus routes due to route performance per Service Standards	20/30/30/30	30/30/30/30
Local Bus (100's)	• Weekday peak frequency to 20 minutes all routes, no other changes	20/30/30/30	30/30/30/30
Local Coverage Bus (200's)	• 4 routes discontinued (209, 225, 254, 255), no other changes	30/40-60/40-60/60	60/40-60/60/60
Express Bus (300's)	• 3 routes discontinued (305, 378, 383) • Weekday peak frequency to 20 minutes for 306 • Retain current service for 308 due to strong growth	20/-/-/-	No Service
GoLink	• Retain current service for all zones and zone-to-zone groups • Plano and Addison zones added		
Shuttles	• Plano, Addison shuttles added with 50% share	Varies	Varies
Paratransit	• No changes to current service area		

Weekday frequencies: peak/midday/evening/night, Weekend frequencies: morning/midday/evening/night
Changes highlighted in YELLOW